

SRP/416

SECONDARY ROAD PATROL AND TRAFFIC ACCIDENT PREVENTION PROGRAM



Annual Report
Fiscal Year 2012



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AND TRAFFIC ACCIDENT PREVENTION PROGRAM**



Annual Report Fiscal Year 2012

(October 1, 2011-September 30, 2012)



ACKNOWLEDGMENTS

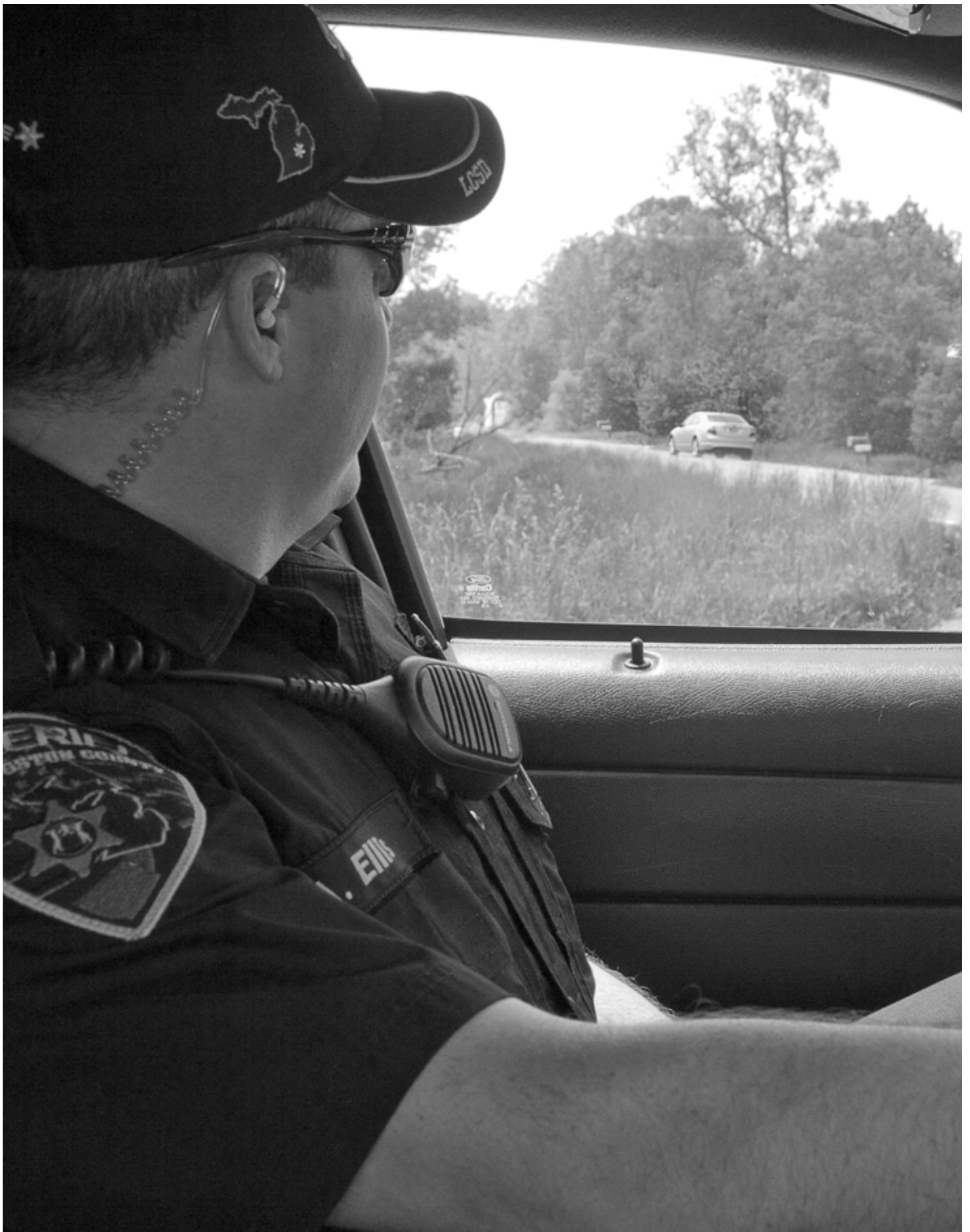
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Fiscal Year 2012 Quick Facts

- >> In 2012, the Secondary Road Patrol (SRP) program funded 144.8 deputies compared to 155 in 2011.
- >> SRP deputies generated 103,076 vehicle stops, resulting in 1,478 impaired drivers being removed from Michigan's roadways, 77,105 traffic citations, 5,988 criminal arrests, and 18,708 assists to other officers. SRP deputies also responded to 15,227 criminal complaints and aided 4,260 motorists in need of assistance.
- >> SRP deputies investigated 12,513 traffic crashes including 9,025 on secondary roads, 3,238 on state trunk lines, and 250 in villages and cities.
- >> SRP deputies investigated 135 fatal traffic crashes on secondary roads, 54 fatal crashes on state trunk lines, and six fatal crashes in villages and cities.

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Introduction

The Secondary Road Patrol (SRP) and Traffic Accident Prevention program was created by Public Act 416 of 1978. The state grant program, often referred to as the SRP or 416 program, provides Michigan county sheriffs' offices with funding to patrol county and local roads outside the limits of cities and villages. Deputies funded under the SRP program have the legislated responsibilities of traffic enforcement, traffic crash prevention and investigation, criminal law enforcement, and emergency assistance.

The program began on October 1, 1978, with 78 participating counties. On October 1, 1989, Executive Order 1989-4 transferred the SRP program from the Michigan Department of Management & Budget Office of Criminal Justice to the Michigan Department of State Police (MSP) Office of Highway Safety Planning (OHSP).

Public Act 416 of 1978, as amended, requires two documents, generally combined into one report, to be submitted to the Michigan Legislature:

- >> An annual report containing data from the participating sheriffs' offices along with their recommendations on methods for improving coordination of local and state law enforcement agencies, improving law enforcement training programs, and improving law enforcement communications systems, as well as a description of the role alcohol played in the incidence of fatal and personal injury crashes in the state. The report is due each year on May 1.
- >> An impact and cost effectiveness study is due April 1 of each year. Due to the number of factors that influence traffic crash deaths and injuries, it is difficult to determine the level of impact that the SRP program alone has had on saving lives and reducing injuries. Therefore, this section of the report consists of general observations by OHSP on the impact of program activities that would reasonably be expected to contribute to decreased traffic crashes and deaths.

EXCERPTS FROM PUBLIC ACT 416 OF 1978

(For complete law see page ten)

The sheriff's office is the primary agency responsible for providing certain services (see below) on the county primary roads and local roads outside the boundaries of cities and villages. The sheriff's office also provides these services on any portion of any other highway or road within the boundaries of a state or county park.

SERVICES TO BE PROVIDED

1. Patrolling and monitoring traffic violations
2. Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's office while providing the patrolling and monitoring required by Public Act 416 of 1978
3. Investigating accidents involving motor vehicles
4. Providing emergency assistance to persons on or near a highway or road patrolled as required by Public Act 416 of 1978

The sheriff's office can provide these services, with the exception of number two, within a city or village if

the legislative body of the local unit of government passes a resolution requesting the services.

HOW FUNDS CAN BE SPENT

Counties are required to enter into a contractual arrangement with OHSP to receive funds. Funds can be spent as follows:

- >> Employing additional personnel
- >> Purchasing additional equipment
- >> Enforcing laws in state and county parks
- >> Providing selective motor vehicle inspection programs
- >> Providing traffic safety information and education programs that are in addition to those provided before the effective date of Public Act 416 of 1978

ALLOCATION OF FUNDS UNDER THE ACT

"...a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to Section 12 of Act No. 51 of the Public Acts of 1951, as amended, being Section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977."

MAINTENANCE OF EFFORT (MOE)

SRP program funds are mandated to supplement secondary road patrol efforts by counties, not to supplant, or replace county funding.

"An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services." [Section 51.77(1)]

This provision is known as the MOE. Under the MOE, counties are ineligible for SRP program funding if they reduce the level of County-Funded Road Patrol (CFRP) deputies unless they can prove economic hardship and are forced to reduce general services commensurate with the reduction in road patrol. Counties are required to report the number of deputies they have at the beginning of each funding year; these figures are compared with those reported for October 1, 1978. If the county has fewer county-supported deputies it must either replace the personnel or prove economic hardship in order to receive SRP program funds. If reductions become necessary during the year, the county is required to report this to OHSP. Then OHSP will determine if the reduction meets the requirements of Public Act 416 of 1978.

On November 8, 2011, the Michigan Legislature adopted Senate Concurrent Resolution No. 34 exempting all Michigan counties from the MOE requirement for FY2012 due to economic hardship.

SECONDARY ROAD PATROL FISCAL YEAR 2012 ALLOCATION

2012 State Allocation				\$9,000,000			
COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION	COUNTY	ALLOCATION PERCENTAGE	MOE REQUIREMENT	COUNTY ALLOCATION
ALCONA	0.393	4	35,370	LAKE	0.422	4	37,980
ALGER	0.322	0	28,980	LAPEER	0.925	7	83,250
ALLEGAN	1.216	18	109,440	LEELANAU	0.389	7	35,010
ALPENA	0.578	1	52,020	LENAWEE	1.221	24	109,890
ANTRIM	0.465	7	41,850	LIVINGSTON	1.032	15	92,880
ARENAC	0.396	3	35,640	LUCE	0.279	0	25,110
BARAGA	0.310	0	27,900	MACKINAC	0.366	5	32,940
BARRY	0.692	11	62,280	MACOMB	5.173	68	465,570
BAY	1.499	23	134,910	MANISTEE	0.569	5	51,210
BENZIE	0.353	4	31,770	MARQUETTE	0.906	11	81,540
BERRIEN	2.075	24	186,750	MASON	0.555	10	49,950
BRANCH	0.747	13	67,230	MECOSTA	0.597	2.5	53,730
CALHOUN	1.762	17	158,580	MENOMINEE	0.650	2	58,500
CASS	0.766	14	68,940	MIDLAND	0.833	19	74,970
CHARLEVOIX	0.442	7	39,780	MISSAUKEE	0.415	1	37,350
CHEBOYGAN	0.563	2	50,670	MONROE	1.733	36	155,970
CHIPPEWA	0.706	6	63,540	MONTCALM	0.836	13	75,240
CLARE	0.531	4	47,790	MONTMORENCY	0.352	6	31,680
CLINTON	0.857	9	77,130	MUSKEGON	1.590	23	143,100
CRAWFORD	0.369	3	33,210	NEWAYGO	0.774	12	69,660
DELTA	0.696	5	62,640	OAKLAND	8.459	48	761,310
DICKINSON	0.491	3	44,190	OCEANA	0.562	8	50,580
EATON	1.090	17	98,100	OGEMAW	0.461	4	41,490
EMMET	0.514	10	46,260	ONTONAGON	0.356	6	32,040
GENESEE	4.380	21	394,200	OSCEOLA	0.486	0	43,740
GLADWIN	0.467	5	42,030	OSCODA	0.360	4	32,400
GOGEBIC	0.415	6	37,350	OTSEGO	0.448	9	40,320
GRAND TRAVERSE	0.836	19	75,240	OTTAWA	1.907	23	171,630
GRATIOT	0.782	7	70,380	PRESQUE ISLE	0.427	5	38,430
HILLSDALE	0.758	9	68,220	ROSCOMMON	0.455	11	40,950
HOUGHTON	0.570	4	51,300	SAGINAW	2.472	25	222,480
HURON	0.838	13	75,420	ST. CLAIR	1.629	18	146,610
INGHAM	2.310	12	207,900	ST. JOSEPH	0.801	10	72,090
IONIA	0.749	9	67,410	SANILAC	0.899	10	80,910
IOSCO	0.626	10.5	56,340	SCHOOLCRAFT	0.301	0	27,090
IRON	0.389	1	35,010	SHIAWASSEE	0.917	15	82,530
ISABELLA	0.782	7	70,380	TUSCOLA	0.967	11	87,030
JACKSON	1.926	24	173,340	VANBUREN	0.901	0	81,090
KALAMAZOO	2.010	27	180,900	WASHTENAW	2.196	34	197,640
KALKASKA	0.435	4	39,150	WAYNE	14.407	60	1,296,630
KENT	4.123	77	371,070	WEXFORD	0.555	9	49,950
KEWEENAW	0.188	2	16,920	TOTALS	100		\$9,000,000

PART ONE:

Law Enforcement Coordination, Training, and Communications

I. SHERIFF REPORTS

SRP program data is derived from reports submitted by participating sheriffs' offices as part of their reporting requirements. This data is collected on a state fiscal year basis, October 1 through September 30, of each year.

COORDINATION OF LAW ENFORCEMENT AGENCIES

Law enforcement coordination methods range from formal written agreements identifying primary responsibility for specific functions and areas of service to informal verbal agreements. The informal agreements usually establish operational procedures for requesting back-up support. Many sheriffs' offices have mutual aid agreements identifying the interagency resources available in the event of a major policing problem within the county. Resources may be in the form of either additional personnel or technical expertise not normally provided by smaller agencies.

The law requires each sheriff, director of the MSP, and director of OHSP to meet and develop a Law Enforcement Plan for the unincorporated areas of each participating county. The Law Enforcement Plans are updated at least every four years, after an election year, and more often if changes occur. The plans were most recently updated in 2009.

In 2012, 70 sheriffs indicated involvement in county and area law enforcement associations or councils for purposes of coordinating criminal justice intelligence data, traffic problems of mutual concern, and investigative deployment in conjunction with undercover operations. Eighty sheriffs reported they provide or participate in a centralized communications system, which is another form of coordination between law enforcement agencies and other public safety and emergency service providers.

The Michigan Sheriffs' Association (MSA) represents the interests of all sheriffs' offices and coordinates issues of statewide concern based on input from its members.

LAW ENFORCEMENT TRAINING

The most important types of training attended by deputies during 2012 were:

- >> Firearms/weapons
- >> Legal update
- >> Self defense/restraint
- >> Alcohol enforcement
- >> First Aid

Training programs are provided through in-service programs within departments and by regional law enforcement training academies and consortiums. In 2012, 124,809.5 hours of instruction were provided to 2,973 deputies. Seventy-six sheriffs' offices provided in-service training sessions to certified road patrol officers.

COMMUNICATION SYSTEMS

Most sheriffs indicate basic levels of communications are available for emergency response. All county agencies

have access to the Law Enforcement Information Network, generally known as LEIN.

II. RECOMMENDATIONS

IMPROVING LAW ENFORCEMENT COORDINATION

Cooperation between state, county, and local agencies is reducing duplication and ensuring the maximum use of available resources. Some of the recommendations provided by participating sheriffs include:

- >> Hold monthly meetings with all law enforcement agencies in the county
- >> Coordinate scheduling with MSP
- >> Establish a common working radio frequency for law enforcement agencies
- >> Centralize record and data systems

IMPROVING LAW ENFORCEMENT TRAINING

Participating sheriffs identified additional training is needed in the areas of:

- >> Beyond the stop/interdiction
- >> Report writing
- >> Fraudulent identification
- >> Commercial motor vehicles
- >> Pursuit driving

IMPROVING LAW ENFORCEMENT COMMUNICATIONS

Most participating sheriffs indicated a need for continued development of communications systems. Deputies in 13 counties reported being unable to communicate with their radio dispatcher from their patrol vehicle, with 2-25 percent of the county area not reliably covered. Deputies in 26 counties reported being unable to communicate when using portable radios, with 1-95 percent of the county area not reliably covered. This results in a potentially hazardous environment for both law enforcement and the public. In some cases, the communications equipment purchased for the existing dispatch facilities and field units is outdated, in need of continual repair, or completely inoperable.

Participating sheriffs requested the following improvements:

- >> Additional system-wide equipment, such as 800 MHz, high-band radio systems
- >> Additional portable equipment, such as hand-held radios
- >> Additional mobile equipment, such as mobile data terminals

IMPROVING SERVICES PROVIDED

Numerous agencies advise the following enhancements would improve services provided under Public Act 416 of 1978:

- >> Additional/increased funding
- >> Specialized training and seminars for SRP deputies
- >> Web-based format that streamlines the grant reporting process

PART TWO:

Impact and Cost Effectiveness Study

I. EVALUATION BACKGROUND INFORMATION

NUMBER OF COUNTIES INCLUDED IN EVALUATION

This report includes MOE and crash data from all 83 Michigan counties. The activity data for FY2012 includes 82 of Michigan's 83 counties as Schoolcraft County declined SRP program funding in 2012.

DEFINITIONS OF VARIABLES USED IN THIS REPORT

- >> Accident Investigation—Response to reported accidents, initial investigation, and evidence collection
- >> Accident (or Crash)—A motor vehicle crash reported to the MSP by state, county, or local law enforcement (With few exceptions, OHSP prefers the term *crash* because it does not infer or assign responsibility for the act. The exception is incidents determined to be acts of intent. For example, if a fugitive intentionally crashes his or her car into a patrol car in an effort to elude police, the crash is deemed intentional and is not reported to the state as a traffic crash.)
- >> Alcohol-Related Crashes—Traffic crashes where one or more of the drivers involved had been drinking
- >> Arrests—Criminal arrests, either felony or misdemeanor, including appearance tickets
- >> Citations—All violations of either state law or local ordinance, both moving and non-moving violations
- >> Crime—Felony and misdemeanor crimes reported to the MSP Uniform Crime Reporting System by state, county, and local agencies as substantiated crimes
- >> Criminal Complaint Responses—The response to any situation where a citizen reports a crime (felony or misdemeanor) was committed or is in progress
- >> Law Enforcement Assistance—Assisting a law enforcement officer of a different department (federal, state, or local) or of the same department (This includes Michigan Department of Natural Resources officers, Liquor Control Commission personnel, etc.)
- >> Motorist Assist—Assisting citizens who need help (This is primarily where an automobile becomes inoperative and the citizen is stranded.)

EVALUATION GOALS

- >> To determine whether the participating counties are continuing to maintain their county-funded road patrol at a level comparable to or greater than the base line period of October 1, 1978
- >> To determine the activity level of SRP program deputies

II. PERSONNEL AND ACTIVITIES ANALYSIS

Activity data is derived from semi-annual and annual program reports submitted to OHSP by participating sheriffs'

offices. For 2012, the activity was compiled according to the state Fiscal Year, October 1, 2011, to September 30, 2012.

SERVICES PROVIDED

The main focus of the SRP program is traffic enforcement and crash investigation on secondary roads. In addition, SRP program deputies provide assistance to persons on secondary roads, enforce violations of criminal laws which are observed during patrol, provide vehicle inspection programs, and provide traffic safety education programs.

FUNDING

In Fiscal Year 1992, the SRP program began a transition from 100 percent General Fund support to partial General Fund monies along with surcharges on traffic citations (Restricted Funds). Public Act 163 of 1991 mandated \$5 be assessed on most moving violations to be deposited into a Secondary Road Patrol and Training Fund. The funding is used for Secondary Road Patrol and Traffic Accident Prevention grants and training through the Michigan Commission on Law Enforcement Standards generally known as MCOLES. In 2001, this surcharge was increased to \$10 while the General Fund portion was decreased in FY2002. The General Fund appropriation was eliminated in 2003.

In 2012, the Legislature and the Governor approved a one-time \$600,000 supplemental appropriation to address the shortfall in FY2012 SRP funding due to continued reductions in citation revenue.

OHSP distributes all available funds under Public Act 416 of 1978 while maintaining the fiscal integrity of the SRP program. Each July or August, OHSP estimates the funding amount for the next fiscal year, applies a distribution formula, and notifies each county of its projected allocation. The estimate is based on current and past revenue collections and projected changes in the economy or other factors and includes any projected carryforward funds from the current fiscal year. One percent of the appropriation is allocated to OHSP for administration of the SRP program.

A mid-year adjustment of the allocation to the counties in the current fiscal year may be made if the revenue collection or the carryforward funds significantly exceed or fall short of projections. Unused funds carry over into the next fiscal year.

If a county does not qualify under Public Act 416 of 1978 and does not receive SRP program funding, the allocated funds will remain available through the fiscal year in case the county comes into compliance. Unused monies from all counties are added to the next fiscal year's total budget. Unused monies do not accumulate for a county beyond a fiscal year.

In FY2012, an allocation of \$9 million was made available to all Michigan counties.

SRP APPROPRIATIONS HISTORY

FISCAL YEAR	GENERAL FUND APPROPRIATION	RESTRICTED FUND APPROPRIATION	TOTAL APPROPRIATION
1979	\$8,700,000		\$8,700,000
1980	\$8,700,000		\$8,700,000
1981	\$6,400,000		\$6,400,000
1982	\$6,500,000		\$6,500,000
1983	\$6,500,000		\$6,500,000
1984	\$6,500,000		\$6,500,000
1985	\$6,700,000		\$6,700,000
1986	\$7,100,000		\$7,100,000
1987	\$7,300,000		\$7,300,000
1988	\$7,480,000		\$7,480,000
1989	\$7,423,900		\$7,423,900
1990	\$7,239,500		\$7,239,500
1991	\$7,239,500		\$7,239,500
1992	\$3,041,500	\$3,744,500	\$6,786,000
1993	\$1,544,000	\$5,244,500	\$6,788,500
1994	\$1,544,600	\$5,244,500	\$6,789,100
1995	\$2,546,400	\$4,644,500	\$7,190,900
1996	\$3,048,200	\$5,944,100	\$8,992,300
1997	\$3,048,200	\$6,335,200	\$9,383,400
1998	\$3,137,800	\$5,701,300	\$8,839,100
1999	\$4,532,600	\$6,069,000	\$10,601,600
2000	\$5,785,400	\$6,152,300	\$11,937,700
2001	\$6,327,100	\$6,152,300	\$12,479,400
2002	\$1,603,800	\$10,902,300	\$12,506,100
2003		\$12,506,600	\$12,506,600
2004		\$14,006,600	\$14,006,600
2005		\$14,012,100	\$14,012,100
2006		\$14,020,100	\$14,020,100
2007		\$14,019,500	\$14,019,500
2008		\$14,029,900	\$14,029,900
2009		\$14,030,100	\$14,030,100
2010		\$14,034,500	\$14,034,500
2011		\$14,037,000	\$14,037,000
2012	\$600,000	\$14,041,600	\$14,641,600

Note: Beginning in December of 2002, the \$5 surcharge on moving violations, which funds the restricted portion of the appropriation, was doubled to \$10. The general fund appropriation was decreased for 2002, and was eliminated in 2003. A one-time supplemental appropriation of \$600,000 was approved in 2012.

PERSONNEL

The largest expenditure of SRP program funds is for personnel, including salaries and fringe benefits.

Number of Road Patrol Deputies in FY2012.....	2,257.8
SRP Funded.....	144.8
County Funded.....	2,112.9

The table on page 7 shows the number of SRP program deputies employed each fiscal year as compared to CFRP deputies.

Beginning in 2006, CFRP includes deputies funded with county funds, local government contracts, grants, or any other non-SRP program funding sources.

ACTIVITY

SRP program deputies may patrol, monitor for traffic law violations, and investigate accidents on county primary roads and county local roads. A deputy observing a criminal law violation while patrolling may make an arrest. Deputies may also take a criminal complaint in their patrol area if it is observed or brought to the deputy's attention while patrolling secondary roads. In addition, deputies aid motorists, serve as community traffic safety instructors, and patrol in county parks.

The activity data in the charts starting on page 23 is based on program reports submitted by each participating sheriffs' office for FY2012. The average level of traffic enforcement activity, a primary focus for the SRP program, continued to surpass that of the CFRP deputies.

SECONDARY ROAD PATROL DEPUTY OF THE YEAR PROGRAM

The SRP Deputy of the Year Award was created to honor deputies or sergeants who show initiative, display a positive image of the sheriff's office both on and off-duty, and show outstanding work performance in the four service areas of the SRP program: patrolling and monitoring traffic violations, enforcing the law, investigating motor vehicle crashes, and providing emergency assistance. The awards program is sponsored by OHSP in partnership with the MSA.

Branch County Sheriff's Deputy Scott Jaye was honored with the SRP Deputy of the Year Award at the MSA 2012 Fall Training Conference.



Deputy Scott Jaye

Deputy Jaye has been an SRP program deputy for seven years and is known to have a positive attitude about his profession, citizens, administration, and his peers.

He actively participates in school career days, explaining the law enforcement profession, and has been involved with the Branch County Career Center Law Enforcement program.

In addition, he is an annual participant with the local SADD program, attending mock drunk driving scenarios and informing students of the consequences of underage alcohol use.

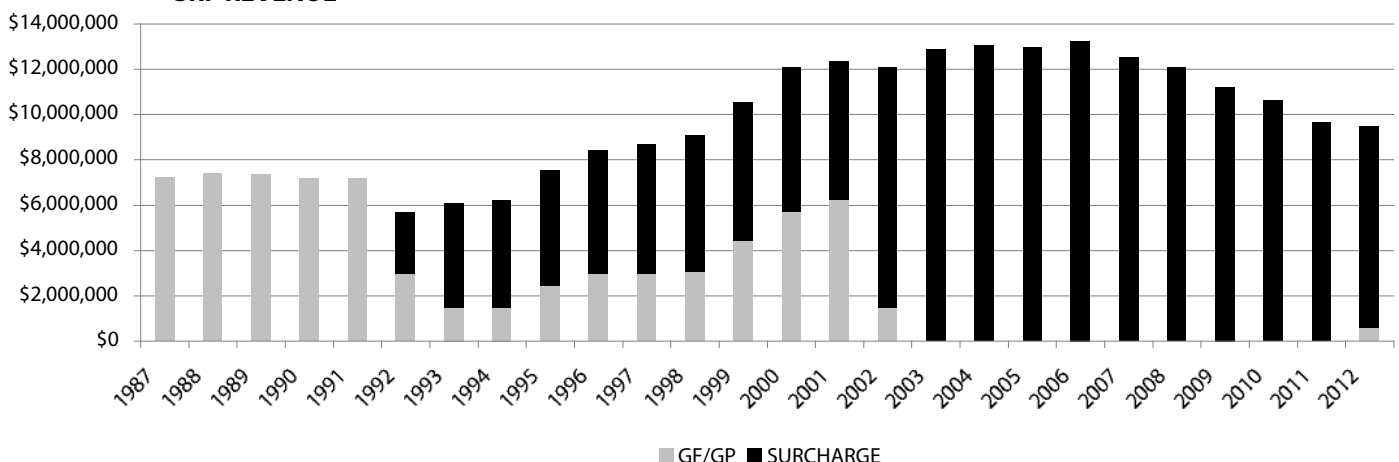
Deputy Jaye was previously awarded the Deputy of the Year for the Branch County Sheriff's Office and also received the department's unit citation award for apprehending a suspect in connection with multiple breaking and entering offenses.

LAW ENFORCEMENT TRAINING OPPORTUNITIES IN 2012

OHSP offered federally funded training in the following areas:

- >> Standardized Field Sobriety Testing (SFST)—SFST is the foundation of all impaired driver detection training. It includes a battery of three tests administered and evaluated in a standardized manner to obtain validated indicators of impairment and establish probable cause for arrest. Fifty-two practitioner courses were provided, resulting in 692 participants successfully trained. Two hundred fifty nine refresher courses were held, with 2,123 participants being refreshed in their SFST skills. Two SFST Instructor courses were conducted with 64 participants successfully trained as SFST Instructors.
- >> Advanced Roadside Impaired Driving Enforcement (ARIDE)—The ARIDE program, the second tier of impaired driver detection training, provides officers and prosecutors with general knowledge related to drug impairment. Eleven ARIDE courses were held with 266 students being trained to identify drivers under the influence of drugs and/or drugs

SRP REVENUE



HISTORICAL COMPARISON OF NUMBER OF SRP DEPUTIES AND CFRP DEPUTIES

FISCAL YEAR	PROGRAM YEAR	SRP DEPUTIES	CFRP DEPUTIES
1979	1st	287.0	1,123.0
1980	2nd	291.3	N/A
1981	3rd	215.4	N/A
1982	4th	194.2	1,296.0
1983	5th	188.7	1,301.1
1984	6th	176.7	1,310.2
1985	7th	174.7	1,294.0
1986	8th	171.1	1,281.3
1987	9th	170.1	1,301.9
1988	10th	167.0	1,316.5
1989	11th	173.7	1,304.5
1990	12th	173.4	1,286.4
1991	13th	159.5	1,302.5
1992	14th	155.5	1,363.2
1993	15th	150.5	1,695.0
1994	16th	150.0	1,686.0
1995	17th	150.1	1,769.9
1996	18th	162.5	1,836.1
1997	19th	164.7	1,908.2
1998	20th	167.6	2,036.3
1999	21st	175.0	2,102.4
2000	22nd	191.0	2,249.3
2001	23rd	192.0	2,325.7
2002	24th	192.7	2,367.5
2003	25th	183.0	2,331.1
2004	26th	181.8	2,358.8
2005	27th	178.4	2,433.7
2006	28th	175.5	2,433.5
2007	29th	174.9	2,070.0
2008	30th	170.5	2,227.3
2009	31st	167.2	2,134.0
2010	32nd	160.4	2,057.9
2011	33rd	155.0	1,970.5
2012	34th	144.8	2,112.9

Beginning in 2006, county funded included officers funded with county funds, local government contracts, grants, or any other non-SRP funding source.

and alcohol.

- >> Drug Recognition Expert (DRE) School—The final tier of the impaired driver detection curriculum is the DRE training program, an intensive three-week course designed to provide officers with training enabling them to better identify drivers under the influence of substances other than alcohol.

The school teaches a standardized and systematic approach to enhance an officer's ability to detect and apprehend drug-impaired drivers. Michigan conducted its second DRE School in 2012 and graduated 14 certified Drug Recognition Experts and five DRE trained prosecutors.

- >> OHSP provided grant funding for 15 sheriff's office employees to attend Child Passenger Safety Technician training. This training allows certified technicians to educate parents on the proper selection, installation, and use of car seats. Also, more than 375 car seats were provided to sheriff's offices by OHSP for distribution to families in the counties they serve.
- >> OHSP provided statistical data training to help law enforcement better identify traffic problems within their jurisdictions and write specific, measurable, action-oriented, reasonable, and timely (SMART) goals to better evaluate their performance measures. The training also included demonstrations on how to use the Michigan Traffic Crash Facts Web Site Data Query Tool to obtain baseline trend data for problem identification.
- >> Data-Driven Approaches to Crime and Traffic Safety (DDACTS)—OHSP provided financial support to host two DDACTS implementation workshops in Lansing in 2012. DDACTS is a law enforcement operational model that integrates location-based crime and traffic crash data to determine the most effective methods for deploying law enforcement patrols and other resources. Drawing on the deterrent value of highly visible traffic enforcement and the knowledge that crimes often involve motor vehicles, DDACTS seeks to reduce crime, crashes, and traffic violations.
- >> Michigan Traffic Enforcement Training Conference—Opportunities in Lansing and Marquette drew nearly 250 law enforcement officers. Held in September, each three-day event covered a variety of topics including conducting complete traffic stops, officer safety, and legal issues. At the Marquette conference, attendees were offered hands-on training in removing a motorcycle helmet from a crash victim and in searching vehicles for hidden compartments containing weapons and drugs. This type of training was rated as the most useful by officers and will be incorporated into future conference agendas.

MONITORING

OHSP's administrative responsibilities include monitoring the compliance of sheriffs' offices participating in the SRP program. Counties are selected each year for a monitoring review based on length of time since the previous monitoring review was conducted and the results of the previous monitoring review. In addition, a few counties are randomly chosen. The monitoring reviews are performed with the idea of working with the county to improve the SRP program, not to be punitive.

A monitoring review consists of an on-site visit to the county during which an OHSP representative meets with the county personnel who oversee the SRP program and financial functions. In many cases the OHSP representative

also has an opportunity to meet with the sheriff. The OHSP representative reviews the previous year's officer daily reports for all SRP deputies, reconciles expenditures reported during the program year, reviews the county's accounting procedures, and reviews the duty roster or schedule for MOE compliance.

As a result of the monitoring review, some counties may be asked to make certain changes in the way they conduct or administer their SRP program. These requests involve program and financial changes which OHSP later verifies to ensure the adjustments were made by the county.

The results of the monitoring reviews show the intent of most participating sheriffs' offices is to operate an SRP program to fully satisfy the requirements of Public Act 416 of 1978. The majority of participating sheriffs' offices satisfy the SRP program requirements and SRP deputies are performing traffic-related duties on secondary roads the majority of the time.

In FY2012, OHSP conducted monitoring reviews in 20 counties.

III. TRAFFIC CRASHES

At the time of this report, crash data was accurate through December 31, 2011.

- >> County profiles—The number of reported crashes varies greatly by county in Michigan due to the state's geography and demographics. Southeastern Michigan is densely populated while the rest of the state is predominately rural, particularly in the Upper Peninsula.
- >> General crash trends—There were 889 persons killed and 71,796 persons injured in 284,049 motor vehicle traffic crashes in Michigan during 2011. When compared to 2010, the number of deaths decreased 5.1 percent, persons injured increased 1.8 percent, and total crashes increased 0.7 percent.

The fatality rate in Michigan fell to 0.9 percent in 2011, which matches the lowest rate ever recorded in 2009.

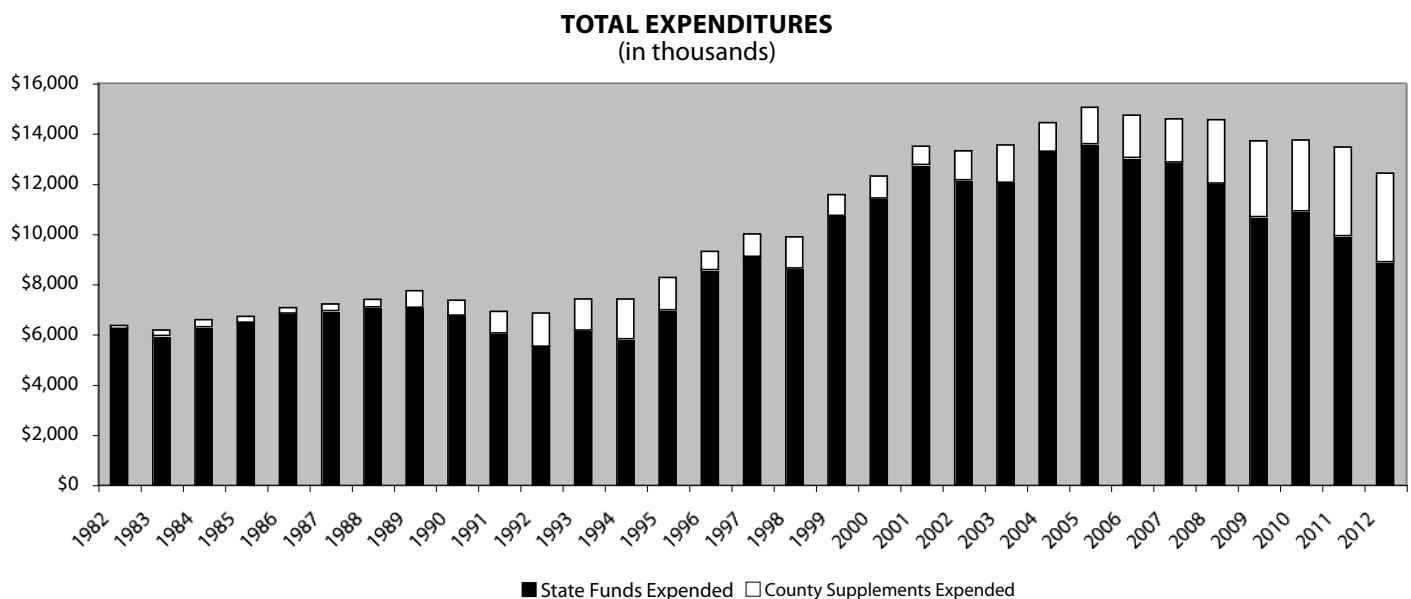
- >> Alcohol/drug-related crashes—Of all fatal crashes, 35.6 percent involved at least one impaired operator, bicyclist, or pedestrian, 21.3 percent involved drinking but no drugs, 5.3 percent involved drugs but no drinking, and 9 percent involved both drinking and drugs.

IV. COST EFFECTIVENESS

A report by the Michigan Department of Management and Budget Office of Criminal Justice in April 1982 suggested SRP program deputies were more cost effective for patrolling and monitoring traffic than CFRP deputies. The report indicated the average SRP program deputy cost 13 percent less than a CFRP deputy, while at the same time productivity of an SRP program deputy exceeded that of a CFRP deputy. However, since the duties of SRP program deputies differ from those of regular CFRP deputies, it is impossible to make a completely accurate cost comparison between the two. Deputies dedicated solely to monitoring traffic understandably produce more traffic-related activity than those who have more diverse responsibilities.

Counties develop budgets for the SRP program during August and September and provide OHSP a best estimate of how SRP program funds will be utilized. Each county may develop a budget according to its own needs. Some counties include only salaries and wages, while others allocate funding for all SRP program expenses. In addition, some counties supplement the SRP program while others choose to utilize only the available state funds.

In FY2012, the total reported program expenditures, including SRP state program funds and reported contributions of county funds, was \$12,427,744.77. This supported the full-time equivalent of 144.8 SRP program deputies and



related expenses including personnel costs, equipment, vehicle maintenance, uniform allowance, and travel, equating to a total cost per SRP deputy of \$85,827.

The breakdown between budget categories can fluctuate greatly from year to year and should not be used for multi-year comparisons. For example, a county may use a large percentage of its allocation for SRP program personnel costs one year while choosing to purchase more equipment, such as a new vehicle, speed measuring devices, or breath testing equipment, the next year.

The amount of county supplemented funds, which is included in the total reported program expenditures, can also fluctuate widely from year to year. Some counties choose to report only personnel and a few related expenses while absorbing the rest of the cost of the SRP program in the overall county budget without reporting it to OHSP. As a result, the county supplement should only be used as a general indicator of the degree of additional financial support that is provided by the counties for the SRP program and should not be used for year-to-year comparisons.

V. SYNOPSIS OF ACTIVITIES

Average Activity Levels per SRP Program Deputy for FY2012

Based on 144.8 SRP Program Deputies

Operating While Intoxicated (OWI) arrests.....	10
Criminal arrests	41
Motorist assists	29
Traffic crash investigations	86
Enforcement assists	129
Criminal complaints	105
Traffic citations	532

Cumulative SRP Program Figures for Participating Counties in FY2012

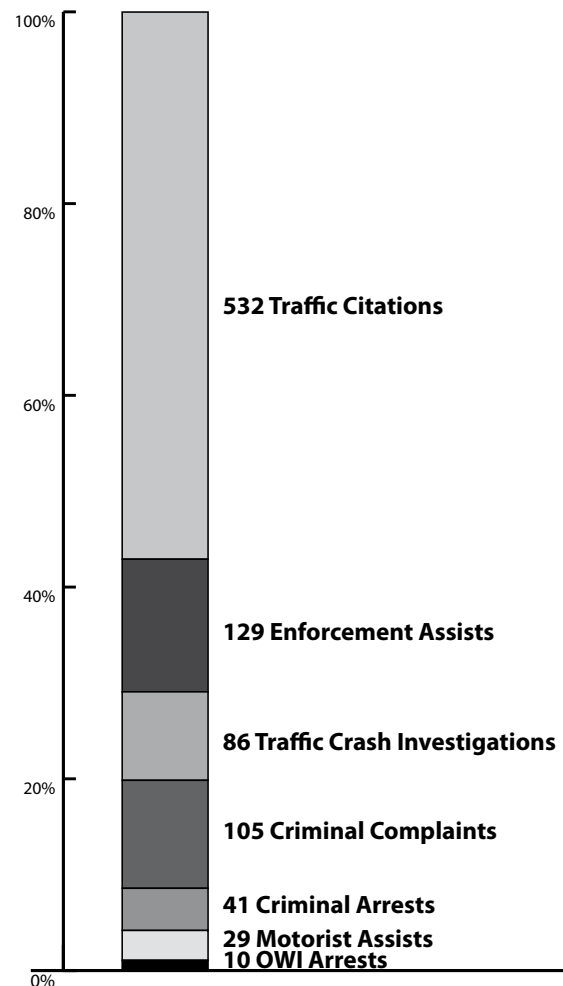
Miles of patrol	2,895,835
Traffic stops	103,076
Verbal warnings	43,883
Traffic citations	77,105
Traffic crash investigations	12,513
OWI arrest involving alcohol	1,249
OWI arrest involving drugs	229
Criminal reports	15,227
Criminal arrests.....	5,988
Motorist assists.....	4,260
Law enforcement assists to their own agency.....	9,957
Law enforcement assists to other agencies.....	8,751
Calls for assistance in county parks.....	167
Citations in county parks	1,957
Non-traffic arrests in county parks.....	268
Community safety training sessions	686
Citizens instructed	21,592

CONCLUSION

This annual report documents activity and evaluates the effectiveness of the SRP program. While it is possible to make comparisons of activity between individual program years, no baseline data exists for activity prior to October 1, 1978.

OHSP believes the SRP program plays a significant role in Michigan's traffic safety efforts. A visible law enforcement presence on secondary roads has a positive impact on driver behavior and helps enhance efforts to reduce traffic fatalities and injuries.

FY2012 AVERAGE ACTIVITIES PER SRP DEPUTY



Public Act 416 of 1978

Executive Order 1989-4 (October 1, 1989) transferred administration of the SRP program from the Department of Management and Budget Office of Criminal Justice to the Department of State Police Office of Highway Safety Planning. References to "Office of Criminal Justice" may, therefore, be replaced with "Office of Highway Safety Planning."

SEC. 51.76

- (1) As used in this section, "county primary roads," "county local roads," and "state trunk line highways" mean the same as those terms are defined in Act No. 51 of the Public Acts of 1951, as amended, being sections 247.651 to 247.673 of the Michigan Compiled Laws. However, state trunk line highways does not include freeways as defined in section 18a of Act No. 300 of the Public Acts of 1949, being section 257.18a of the Michigan Compiled Laws.
- (2) Each sheriff's department shall provide the following services within the county in which it is established and shall be the law enforcement agency primarily responsible for providing the following services on county primary roads and county local roads within that county, except for those portions of the county primary roads and county local roads within the boundaries of a city or village; and on those portions of any other highway or road within the boundaries of a county park within that county:
 - (a) Patrolling and monitoring traffic violations.
 - (b) Enforcing the criminal laws of this state, violations of which are observed by or brought to the attention of the sheriff's department while providing the patrolling and monitoring required by this subsection.
 - (c) Investigating accidents involving motor vehicles.
 - (d) Providing emergency assistance to persons on or near a highway or road patrolled and monitored as required by this subsection.
- (3) Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide the services described in subsection (2)(a), (c), and (d) on those portions of county primary roads and county local roads and state trunk line highways within the boundaries of the city or village, which are designated by the city or village in the resolution. Upon request, by resolution, of the legislative body of a city or village, the sheriff's department of the county in which the city or village is located shall provide a vehicle inspection program on those portions of the county primary roads and county local roads within the boundaries of the city or village, which are designated by the legislative body of the city or village in the resolution. A resolution adopted by a city or village under this subsection shall not take effect unless the resolution is approved by the county board of commissioners of the county in which the city or vil-

lage is located. A resolution of the city or village which is neither approved nor disapproved by the county board of commissioners within 30 days after the resolution is received by the county board of commissioners shall be considered approved by the county board of commissioners. A resolution adopted by a city or village to request services under this subsection shall be void if the city or village reduces the number of sworn law enforcement officers employed by the city or village below the highest number of sworn law enforcement officers employed by the city or village at any time within the 36 months immediately preceding the adoption of the resolution. A concurrent resolution adopted by a majority vote of the Senate and the House of Representatives which states that the city or village is required to reduce general services because of economic conditions and is not reducing law enforcement services shall be presumptive that the city or village has not violated the strictures of this subsection.

- (4) This section shall not be construed to decrease the statutory or common law powers and duties of the law enforcement agencies of this state or of a county, city, village, or township of this state.

SEC. 51.77

- (1) Before a county may obtain its grant from the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention to implement section 76, the county shall enter into an agreement for the secondary road patrol and traffic accident prevention services with the Office of Criminal Justice. A county applying for a grant for Secondary Road Patrol and Traffic Accident Prevention shall provide information relative to the services to be provided under section 76 by the sheriff's department of the county which information shall be submitted on forms provided by the Office of Criminal Justice. By April 1 of each year following a year for which the county received an allocation, a county which receives a grant for Secondary Road Patrol and Traffic Accident Prevention shall submit a report to the Office of Criminal Justice on a form provided by the Office of Criminal Justice. The report shall contain the information described in subsection (6). An agreement entered into under this section shall be void if the county reduces its expenditures or level of road patrol below that which the county was expending or providing immediately before October 1, 1978, unless the county is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (2) A grant received by a county for Secondary Road Patrol and Traffic Accident Prevention shall be expended only for the purposes described in section 76 pursuant to the recommendations of the sheriff of that county, and which are approved by the county board of commissioners. The recommendations shall be relative to the

following matters:

- (a) Employing additional personnel to provide the services described in section 76(2) and (3).
 - (b) Purchasing additional equipment for providing the services described in section 76(2) and (3) and operating and maintaining that equipment.
 - (c) Enforcing laws in state parks and county parks within the county.
 - (d) Providing selective motor vehicle inspection programs.
 - (e) Providing traffic safety information and education programs in addition to those programs provided before September 28, 1978.
- (3) The sheriff's department of a county is required to provide the expanded services described in section 76 only to the extent that state funds are provided.
- (4) For the fiscal years beginning October 1, 1980, and October 1, 1981, a county's share of the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention shall be the same percentage that the county received, or was eligible to receive, of the total amount allocated to all counties pursuant to section 12 of Act No. 51 of the Public Acts of 1951, as amended, being section 247.662 of the Michigan Compiled Laws, less the amounts distributed for snow removal and engineers, during the period of July 1, 1976, through June 30, 1977. County primary roads and county local roads within the boundaries of a city or village shall not be used in determining the percentage under this section unless the sheriff's department of the county is providing the services described in section 76(2) and (3) within the city or village pursuant to an agreement between the county and the city or village adopted after October 1, 1978. The agreement shall not be reimbursable under the formula described in this subsection unless the city or village is required to reduce general services because of economic conditions and is not merely reducing law enforcement services.
- (5) From the amount annually appropriated for Secondary Road Patrol and Traffic Accident Prevention, the Office of Criminal Justice may be allocated up to one percent for administrative, planning, and reporting purposes.
- (6) The annual report required under subsection (1) shall include the following:
- (a) A description of the services provided by the sheriff's department of the county under section 76, other than the services provided in a county park.
 - (b) A description of the services provided by the sheriff's department of the county under section 76 in county parks in the county.
 - (c) A copy of each resolution by a city or village of the county which requests the sheriff's department of the county to provide the services described in section 76.
 - (d) A copy of each contract between a county and a township of the county in which township the sheriff's department is providing a law enforcement service.
 - (e) The recommendations of the sheriff's department of the county on methods of improving the services provided under section 76; improving the training programs of law enforcement officers; and improving the communications system of the sheriff's department.
 - (f) The total number of sworn officers in the sheriff's department.
 - (g) The number of sworn officers in the sheriff's department assigned to road safety programs.
 - (h) The accident and fatality data for incorporated and unincorporated areas of the county during the preceding calendar year.
 - (i) The crime statistics for the incorporated and unincorporated areas of the county during the preceding calendar year.
 - (j) The law enforcement plan developed under subsection (7).
 - (k) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in the county.
 - (l) Other information required by the Department of Management and Budget.
- (7) The sheriff of each county, the director of the Department of State Police, and the director of the Office of Criminal Justice or their authorized representatives shall meet and develop a law enforcement plan for the unincorporated areas of the county. The law enforcement plan shall be reviewed and updated periodically.
- (8) Before May 1 of each year, the Office of Criminal Justice shall submit a report to the Legislature. The report shall contain the following:
- (a) A copy of each initial report filed before April 1 of that year and a copy of each annual report filed before April 1 of that year under subsection (6).
 - (b) The recommendations of the Office of Criminal Justice on methods of improving the coordination of the law enforcement agencies of this state and the counties, cities, villages, and townships of this state; improving the training programs for law enforcement officers; and improving the communications systems of those agencies.
 - (c) A description of the role alcohol played in the incidences of personal injury traffic accidents and traffic fatalities in this state.
- (9) From the one percent allocated to the Office of Criminal Justice for administration, planning, and reporting, the Office of Criminal Justice shall conduct an impact and cost effectiveness study which will review state, county, and local road patrol and traffic accident prevention efforts. This study shall be conducted in cooperation with the Michigan Sheriffs' Association, the Michigan Association of Chiefs of Police, and the Department of State Police. Annual reports on results of the study shall be submitted to the Senate and House appropriations committees by April 1 of each year.



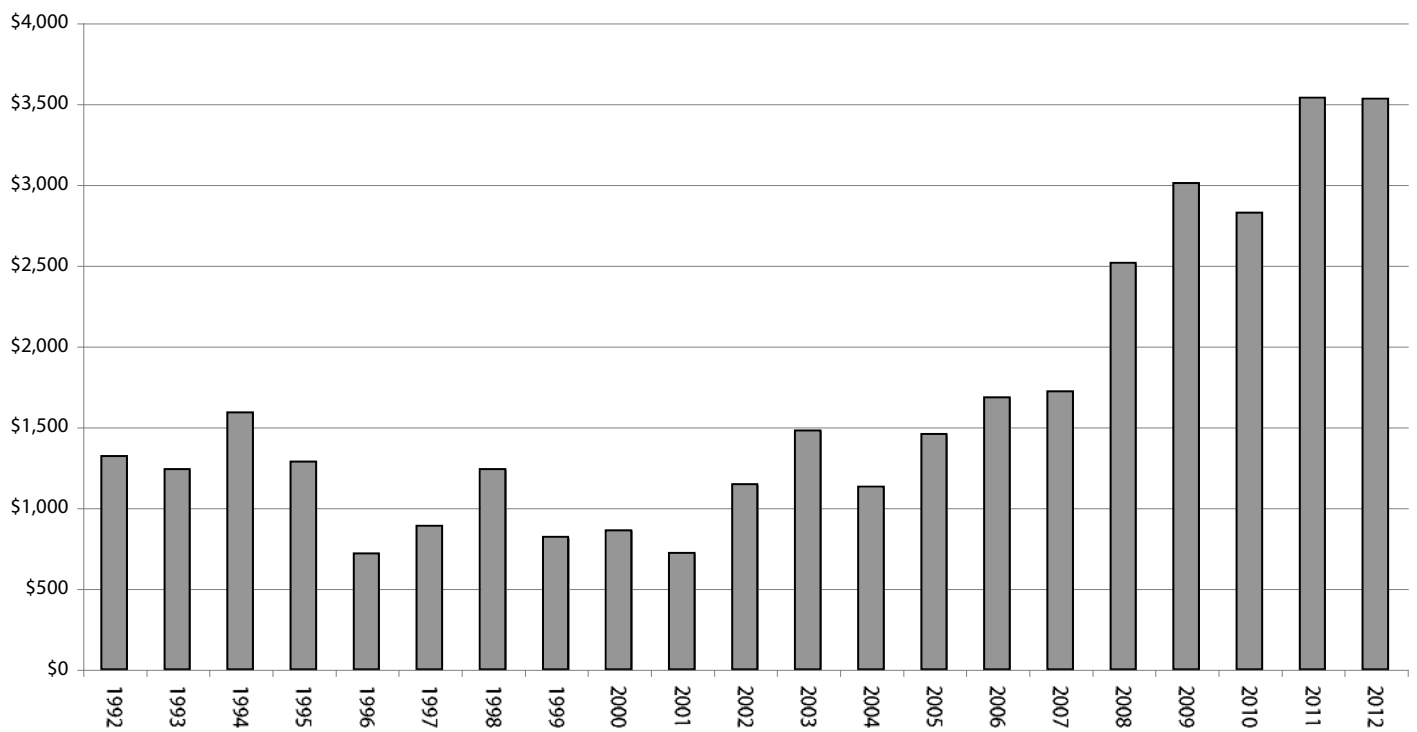
Tables, Charts, and Graphs

HISTORY OF SRP PROGRAM STATE FUNDS AVAILABLE AND EXPENDED

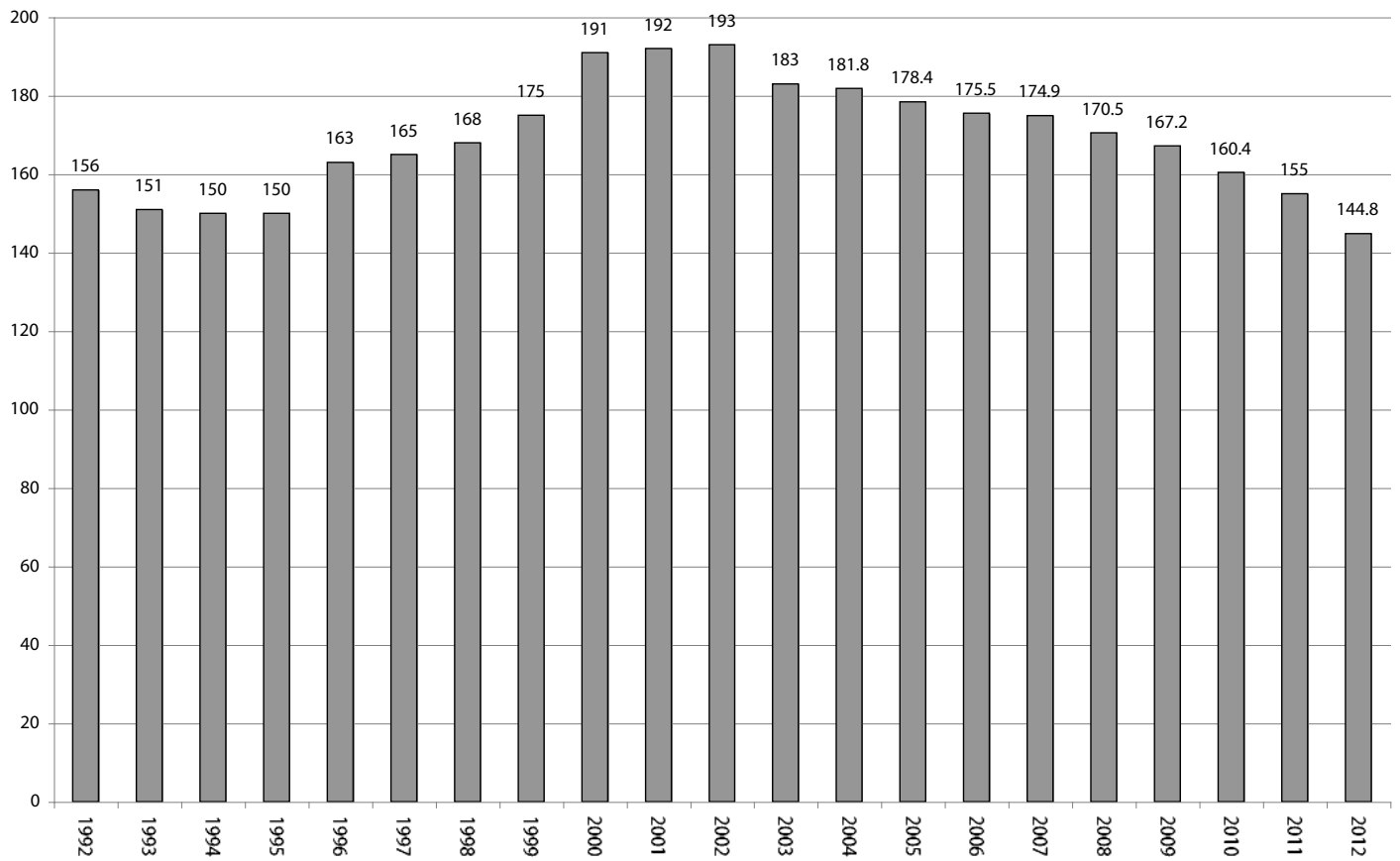
FISCAL YEAR	STATE FUNDS AVAILABLE TO COUNTIES	STATE FUNDS EXPENDED BY COUNTIES
1979	\$8,700,000	\$7,363,066
1980	\$8,400,000	\$7,821,779
1981	\$6,293,700	\$5,771,668
1982	\$6,275,000	\$6,236,537
1983	\$6,200,000	\$5,948,375
1984	\$6,500,000	\$6,302,485
1985	\$6,700,000	\$6,476,408
1986	\$7,100,000	\$6,847,170
1987	\$7,300,000	\$6,948,671
1988	\$7,424,000	\$7,087,056
1989	\$7,423,900	\$7,070,364
1990	\$7,239,500	\$6,757,680
1991	\$6,507,800	\$6,058,307
1992	\$5,664,999	\$5,519,269
1993	\$6,204,340	\$6,173,778
1994	\$6,000,000	\$5,815,355
1995	\$7,200,000	\$6,984,916
1996	\$8,900,000	\$8,583,919
1997	\$9,400,000	\$9,101,059
1998	\$9,000,000	\$8,649,438
1999	\$11,500,000	\$10,739,979
2000	\$12,000,000	\$11,435,192
2001	\$13,500,000	\$12,766,294
2002	\$12,385,600	\$12,156,256
2003	\$12,385,600	\$12,063,463
2004	\$13,866,731	\$13,298,815
2005	\$13,872,000	\$13,586,872
2006	\$13,300,000	\$13,051,369
2007	\$13,800,000	\$13,031,927
2008	\$12,300,000	\$12,022,656
2009	\$11,236,000	\$10,690,221
2010	\$11,300,000	\$10,916,730
2011	\$10,000,000	\$9,925,373
2012	\$9,000,000	\$8,895,950

*These numbers do not include county contributions
expended for the SRP program.*

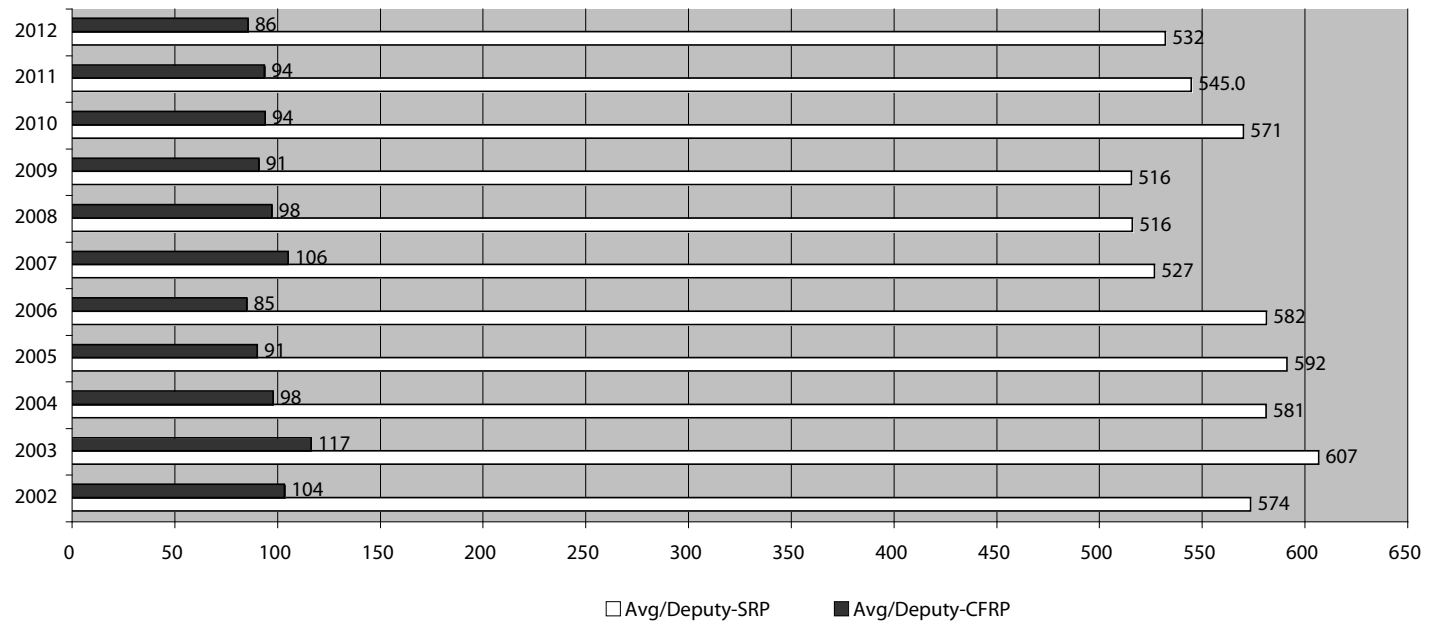
SRP PROGRAM—COUNTY CONTRIBUTIONS ONLY (in thousands)



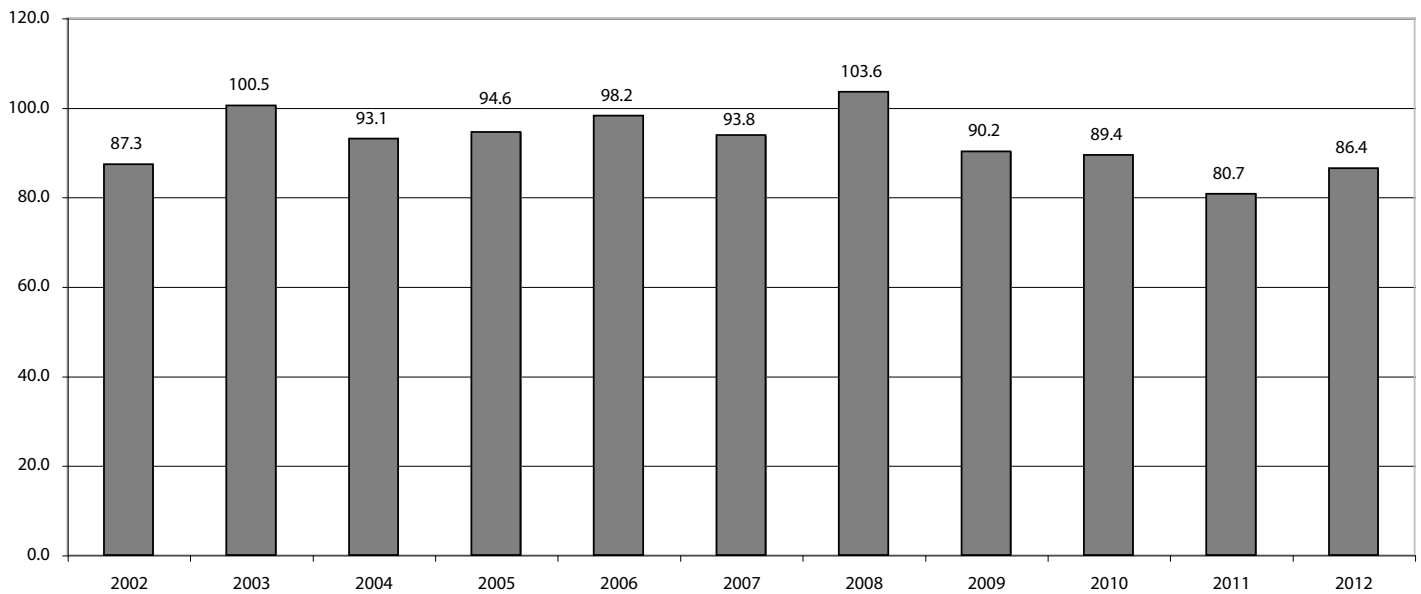
NUMBER OF SRP DEPUTIES
(Full-Time Equivalent)



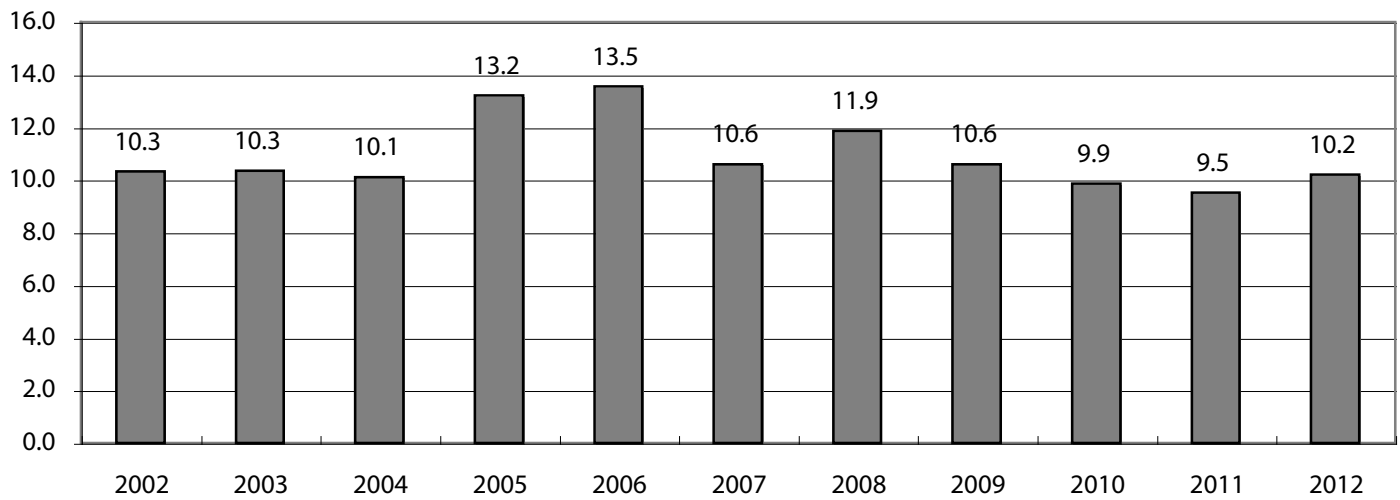
AVERAGE TRAFFIC CITATIONS PER DEPUTY—SRP AND CFRP



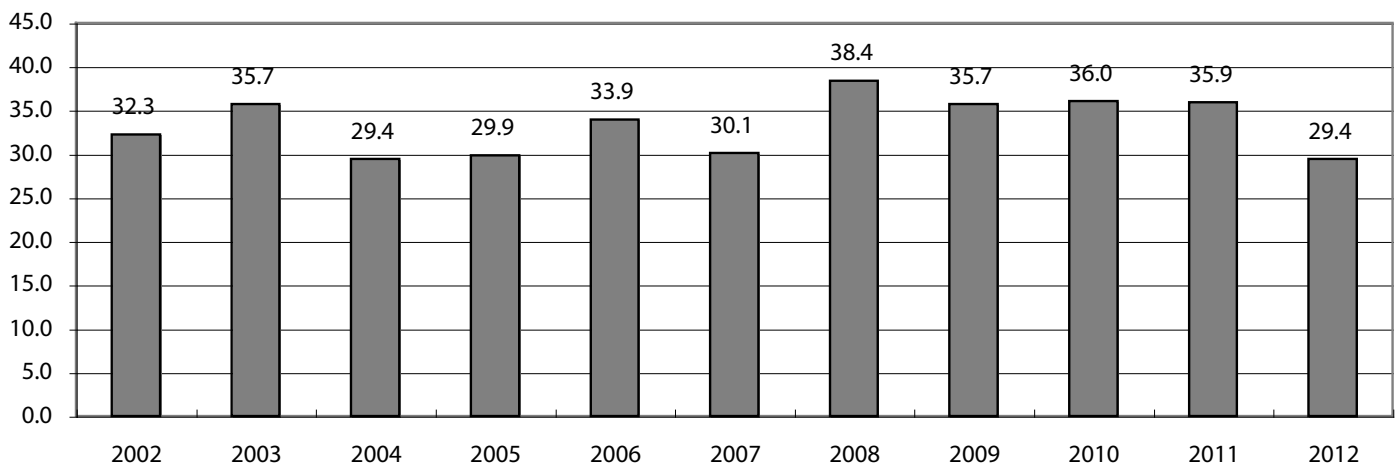
AVERAGE TRAFFIC CRASH INVESTIGATIONS PER SRP DEPUTY



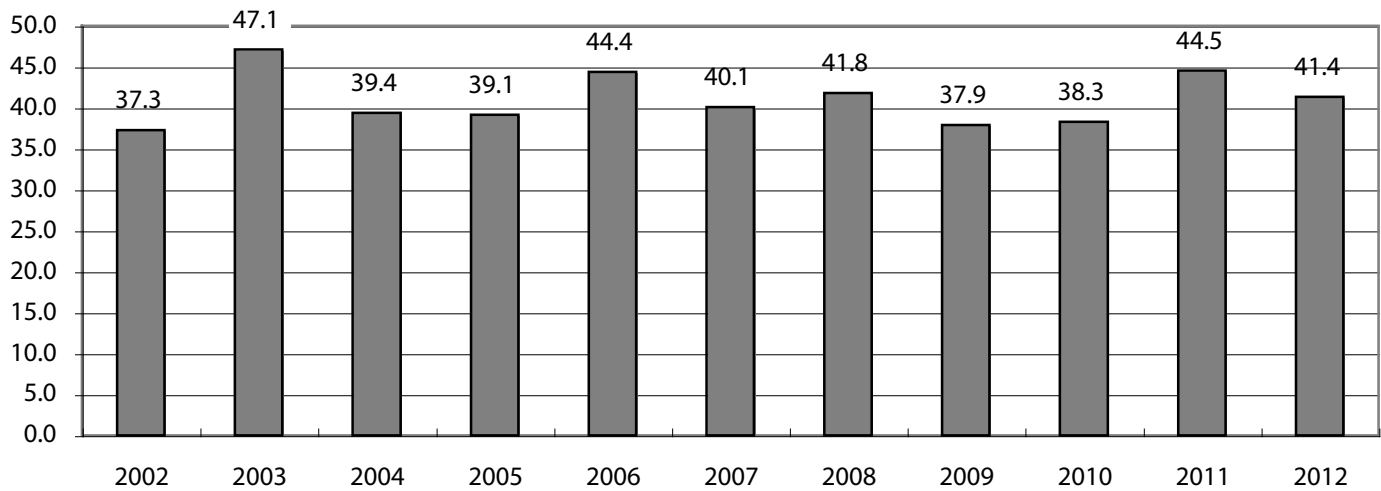
AVERAGE OWI ARRESTS PER SRP DEPUTY



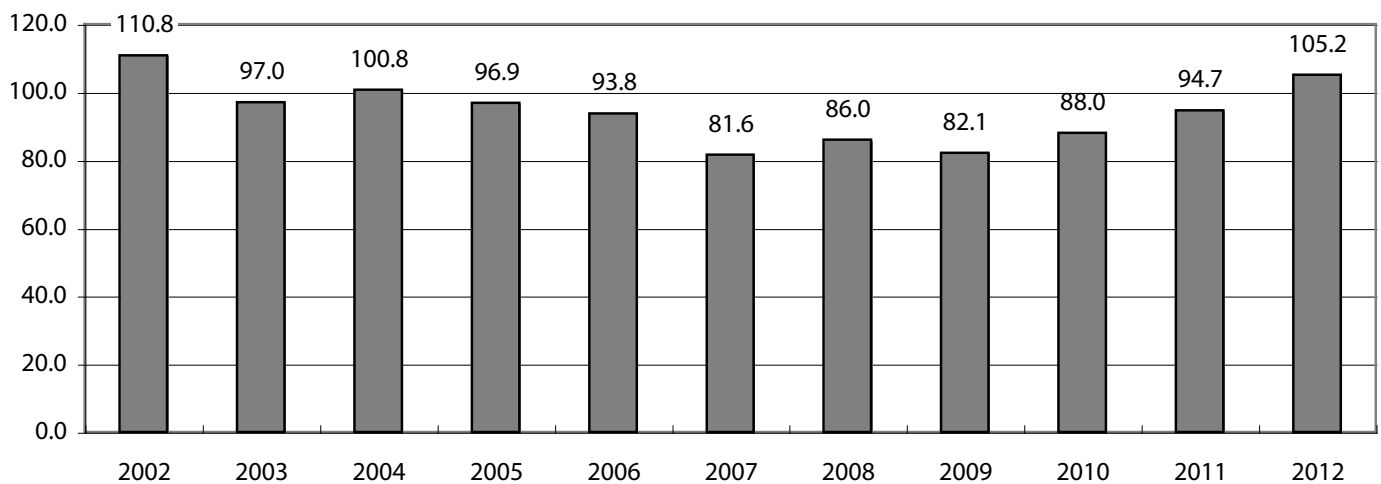
AVERAGE MOTORIST ASSISTS PER SRP DEPUTY



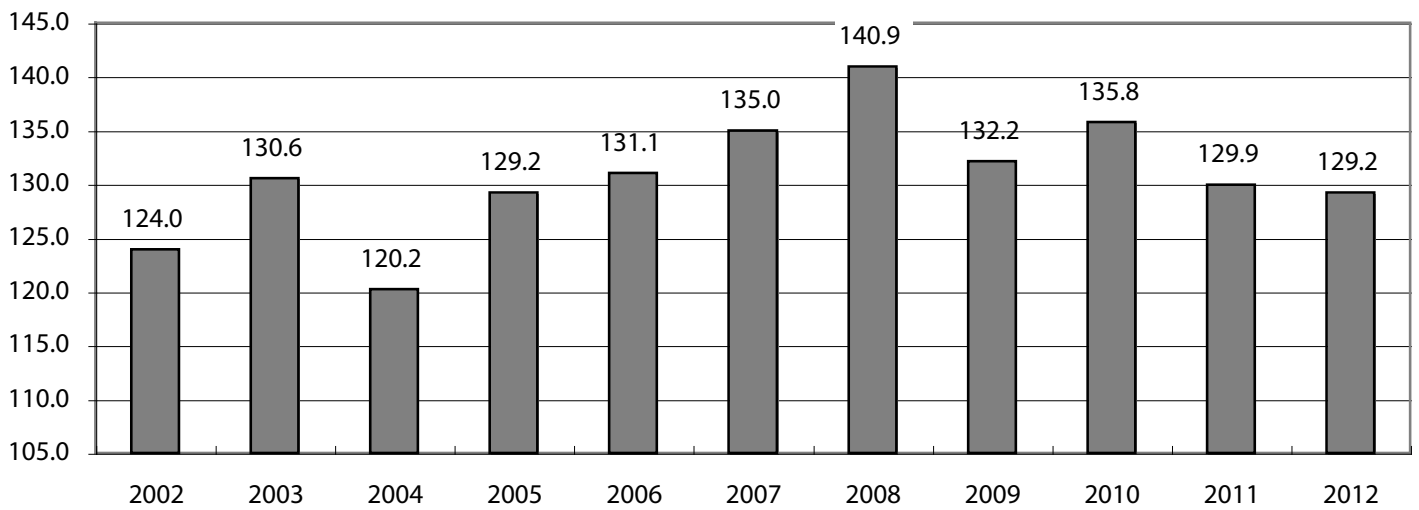
AVERAGE CRIMINAL ARRESTS PER SRP DEPUTY



AVERAGE CRIMINAL REPORTS PER SRP DEPUTY



AVERAGE LAW ENFORCEMENT ASSISTS PER SRP DEPUTY



2010-2011 MICHIGAN TRAFFIC CRASH SUMMARY

- >> Michigan experienced a 5.1 percent decrease in traffic fatalities, a 1.8 percent increase in injuries, and a 0.7 percent increase in crashes.
- >> Deaths among vehicle occupants (drivers and passengers only) decreased 3.3 percent.
- >> Persons sustaining "A" level injuries (the most serious) decreased 4.6 percent.

	2010	2011	PERCENT CHANGE
NUMBER OF CRASHES			
Fatal Crashes	868	834	-3.9
Personal Injury Crashes	51,672	52,487	1.6
Property Damage Crashes	229,535	230,728	0.5
Total	282,075	284,049	0.7
ALCOHOL-INVOLVED CRASHES			
Fatal Crashes	264	253	-4.2
Personal Injury Crashes	4,007	3,829	-4.4
Property Damage Crashes	5,715	5,763	0.8
Total	9,986	9,845	-1.4
FATAL CRASHES			
Had Been Drinking	264	253	-4.2
Had Not Been Drinking/Not Known If Drinking	604	581	-3.8
PERSONS IN CRASHES			
Killed	937	889	-5.1
Injured	70,501	71,796	1.8
Not Injured	428,000	435,087	1.7
Unknown Injury	48,329	43,625	-9.7
Total	547,767	551,397	0.7
PERSONS IN ALCOHOL-INVOLVED CRASHES			
Killed	283	274	-3.2
Injured	5,458	5,377	-1.5
Not Injured	11,139	11,296	1.4
Unknown Injury	1,615	1,393	-13.7
Total	18,495	18,340	-0.8
PERSONS INJURED BY GENDER			
Male	32,132	32,951	2.5
Female	37,792	38,509	1.9
Unknown Gender	577	336	-41.8
Total	70,501	71,796	1.8
PERSONS INJURED BY SEVERITY			
Incapacitating Injury (A)	5,980	5,706	-4.6
Non-incapacitating Injury (B)	17,027	16,925	-0.6
Possible Injury (C)	47,494	49,165	3.5
Total	70,501	71,796	1.8



2012
Secondary Road Patrol
Summary from
Semi-Annual Reports

2012 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
ALCONA	13	11.75	1.25	20,868	192,549	238	1,887
ALGER	9.25	0	1	9,090	-	64	-
ALLEGAN	49.5	43.5	3	66,928	432,620	2,104	5,474
ALPENA	17	11	1	16,884	103,833	203	552
ANTRIM	17	13	2	32,852	258,860	849	1,918
ARENAC	14.25	7	1	21,732	140,993	937	4,644
BARAGA	5	4	1	8,648	37,551	28	101
BARRY	31	14	1	19,988	215,130	302	1,693
BAY	34	31	3	59,757	414,325	4,004	5,567
BENZIE	10	8	1	15,049	74,641	319	1,026
BERRIEN	71	71	2	32,566	682,065	1,254	6,556
BRANCH	29	18	2	52,006	409,238	1,617	1,620
CALHOUN	76	26	3	56,789	272,959	2,515	1,411
CASS	21	18	2	33,796	357,367	913	1,917
CHARLEVOIX	19	18	1	33,363	406,045	1,189	2,017
CHEBOYGAN	36	11	1	26,866	183,875	163	1,519
CHIPPEWA	22	15	2	57,474	325,904	1,715	904
CLARE	31.5	16.5	1	28,338	292,828	909	1,519
CLINTON	21	16	1	30,931	441,452	1,157	14,334
CRAWFORD	22.75	13	1	21,508	144,083	504	1,412
DELTA	11	10	2	34,349	144,552	718	1,309
DICKINSON	22	7	2	50,203	97,237	402	463
EATON	75	73.75	1.75	46,608	281,652	1,388	2,658
EMMET	25	15	1	18,952	247,329	1,883	5,290
GENESEE	224.5	102	3	53,905	354,542	1,458	5,766
GLADWIN	16	10	1	25,883	204,462	680	2,779
GOGEBIC	22	15	1	15,398	125,582	256	673
GRAND TRAVERSE	65	51	1	18,513	740,602	702	8,197
GRATIOT	21	16	2	62,593	428,526	2,213	5,343
HILLSDALE	39	23	2	46,261	158,014	1,098	1,419
HOUGHTON	16	14	2	27,679	106,340	229	660
HURON	41	13	2	28,270	334,125	619	3,086
INGHAM	167	35	4	85,410	358,520	4,087	10,832
IONIA	22	17	2	31,783	184,269	635	2,975
IOSCO	6	2	1	22,792	40,811	904	306
IRON	13	9	1	40,908	52,494	456	269
ISABELLA	15	13	2	31,277	189,875	590	693
JACKSON	51	51	2	27,562	743,516	2,946	15,901
KALAMAZOO	147	35	2	43,274	508,096	1,784	5,592
KALKASKA	18	9	1	16,519	248,790	594	749
KENT	230	119	3.5	57,953	1,613,766	1,437	21,004
KEWEENAW	5	4	1	25,390	44,545	121	280

	Average Sworn Officers	Average CFRP Officers	Average SRP Officers	Total Miles by SRP Officers	Total Miles by CFRP Officers	Total Stops by SRP Officers	Total Stops by CFRP Officers
LAKE	14	10	1	22,383	196,235	573	1,594
LAPEER	80	18	2	43,574	701,569	2,798	8,788
LEELANAU	18	13	1	37,424	358,708	557	1,614
LENAWEE	42.25	26.25	1	21,258	589,756	1,115	3,933
LIVINGSTON	60	29	2	41,844	513,771	2,396	8,120
LUCE	3.5	1.5	1	23,366	12,591	825	324
MACKINAC	13	7	0.5	28,454	236,255	389	992
MACOMB	235	137	4	41,670	600,000	3,335	8,495
MANISTEE	15.5	9	1	23,168	122,748	496	899
MARQUETTE	23.5	11.75	2	52,890	147,798	978	663
MASON	20	18.42	1.58	30,319	149,405	506	1,169
MECOSTA	23	16	1	14,108	374,702	449	3,812
MENOMINEE	13	9	1	33,279	263,645	61	1,215
MIDLAND	38.25	20	1.5	33,441	416,706	998	3,699
MISSAUKEE	9	7	1	21,315	144,781	440	1,485
MONROE	70	43	3	57,784	no data	1,376	6,497
MONTCALM	27.75	25.75	2	37,558	483,259	1,044	2,998
MONTMORENCY	8	7	1	24,229	112,445	399	1,056
MUSKEGON	62	24	2	34,370	571,225	193	2,908
NEWAYGO	22	14.25	1	26,468	498,138	657	3,182
OAKLAND	648.5	277.5	6	101,397	**	3,916	**
OCEANA	13	11	2	52,028	236,389	1,041	2,234
OGEMAW	19	15.5	1	23,710	175,342	735	8,342
ONTONAGON	7	6	1	16,264	65,775	6	135
OSCEOLA	21	11	1	18,609	147,238	237	1,364
OSCODA	10	8.5	1	13,762	150,391	219	1,220
OTSEGO	12	6	1	17,802	81,533	417	635
OTTAWA	129	58	3	33,650	757,109	3,348	30,256
PRESQUE ISLE	12	9	1	27,950	114,875	315	544
ROSCOMMON	24	22	1	28,955	225,970	1,117	4,028
SAGINAW	74.25	31.5	2	47,889	458,914	993	5,040
SANILAC	23	15	1	32,626	361,032	635	2,000
SHIAWASSEE	41	16	1	25,493	274,123	888	3,631
ST. CLAIR	61.25	41	1.25	36,515	N/A	2,509	N/A
ST. JOSEPH	24	24	2	33,426	241,885	2,490	4,495
TUSCOLA	28.5	12	1.25	27,874	165,214	1,129	1,799
VAN BUREN	52	12	2	40,317	530,554	1,274	1,816
WASHTENAW	153	12	2.25	44,693	117,737	455	686
WAYNE	781	47.5	11	150,627	92,125	15,458	3,444
WEXFORD	23	21	1	16,431	-	125	-
TOTALS	4755	2112.92	144.83	2,895,835	23,283,906	103,076	287,427

2012 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
ALCONA	151	1,431	126	749	0	0	0
ALGER	37	0	33	0	0	0	0
ALLEGAN	916	4,944	1,651	2,689	0	0	0
ALPENA	158	380	45	172	0	0	0
ANTRIM	491	1,406	449	964	0	0	0
ARENAC	765	1,759	226	3,310	0	0	1
BARAGA	23	110	5	41	0	0	0
BARRY	123	1,284	192	672	0	0	0
BAY	1,642	3,525	2,362	2,375	0	1	8
BENZIE	248	708	78	318	0	0	0
BERRIEN	774	5,603	1,263	2,871	0	0	0
BRANCH	48	36	1,302	513	0	0	48
CALHOUN	805	425	2,133	1,334	0	0	0
CASS	290	1,418	1,056	682	0	0	0
CHARLEVOIX	838	1,524	364	552	0	0	0
CHEBOYGAN	83	1,432	148	920	0	0	0
CHIPPEWA	1,401	680	689	290	0	0	0
CLARE	549	1,020	360	499	0	0	0
CLINTON	480	4,690	655	10,451	0	0	0
CRAWFORD	230	1,129	473	644	0	0	0
DELTA	392	1,401	479	337	0	0	0
DICKINSON	275	251	130	131	1	2	6
EATON	853	2,254	1,046	463	0	0	0
EMMET	1,728	4,969	155	321	0	0	0
GENESEE	1,251	9,178	398	1,478	0	0	0
GLADWIN	709	1,816	349	1,280	0	0	0
GOGEBIC	186	289	31	245	0	0	0
GRAND TRAVERSE	99	4,417	640	3,780	0	0	0
GRATIOT	745	3,667	1,688	2,336	0	0	0
HILLSDALE	262	773	706	1,123	0	0	2
HOUGHTON	139	510	90	150	0	0	0
HURON	870	4,021	166	532	0	0	0
INGHAM	1,779	7,348	2,932	3,988	10	3	1
IONIA	405	2,143	418	1,336	0	0	0
IOSCO	739	231	313	75	0	0	0
IRON	366	201	146	182	0	0	0
ISABELLA	347	511	227	212	0	0	0
JACKSON	386	5,715	3,500	8,739	0	0	0
KALAMAZOO	488	4,209	2,063	2,949	0	0	0
KALKASKA	306	106	390	933	0	0	0
KENT	237	14,694	1,698	8,247	0	0	0
KEWEENAW	101	235	20	45	0	0	22

	Total Verbal Warnings by SRP Officers	Total Verbal Warnings by CFRP Officers	Total Citations by SRP Officers	Total Citations by CFRP Officers	Total Citations in County Parks	Non-Traffic Arrests in County Parks	Calls for Assistance in County Parks
LAKE	269	825	373	465	0	0	0
LAPEER	2,202	8,441	478	1,289	0	1	1
LEELANAU	719	1,800	191	531	4	0	0
LENAWEE	398	1,665	872	2,285	0	0	1
LIVINGSTON	377	696	2,178	5,617	0	0	0
LUCE	711	304	244	80	0	0	0
MACKINAC	194	865	291	296	0	0	0
MACOMB	959	521	4,043	9,568	0	0	0
MANISTEE	350	621	162	187	0	0	0
MARQUETTE	377	492	822	240	0	0	0
MASON	266	848	240	321	0	0	0
MECOSTA	258	2,837	273	1,267	0	0	0
MENOMINEE	59	1,028	21	435	0	0	0
MIDLAND	387	1,671	571	2,028	0	1	2
MISSAUKEE	383	1,388	74	379	0	0	0
MONROE	375	no data	1,511	6,214	0	0	0
MONTCALM	278	2,244	989	1,240	0	0	0
MONTMORENCY	267	789	195	327	0	0	1
MUSKEGON	142	2,572	206	1,193	0	0	0
NEWAYGO	497	2,334	159	789	0	0	0
OAKLAND	807	2,236	4,527	34,437	0	0	0
OCEANA	681	1,695	393	539	0	0	0
OGEMAW	327	1,481	496	7,783	0	0	0
ONTONAGON	4	119	2	16	0	0	0
OSCEOLA	220	1,042	62	518	0	0	0
OSCODA	153	883	71	317	0	0	2
OTSEGO	204	361	258	355	0	0	2
OTTAWA	361	10,712	2,987	19,449	0	0	4
PRESQUE ISLE	198	464	117	80	0	0	3
ROSCOMMON	588	3,657	602	1,531	0	0	0
SAGINAW	655	3,740	862	2,484	0	0	0
SANILAC	650	1,849	174	577	0	0	0
SHIAWASSEE	195	1,838	810	2,293	0	0	0
ST. CLAIR	969	N/A	1,610	N/A	0	0	0
ST. JOSEPH	896	2,069	1,594	2,386	0	0	0
TUSCOLA	593	849	550	535	0	0	0
VAN BUREN	1,041	1,727	930	1,411	0	0	0
WASHTENAW	13	228	447	507	5	1	40
WAYNE	3,077	1,387	15,437	2,942	1,937	259	23
WEXFORD	68	Blank	88	Blank	0	0	0
TOTALS	43,883	170,721	77,105	181,839	1,957	268	167

2012 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
ALCONA	29	55	0	0	0	0	3	2	0
ALGER	9	10	2	0	0	0	6	0	3
ALLEGAN	57	119	0	0	9	0	27	9	12
ALPENA	22	29	1	0	0	0	4	0	0
ANTRIM	43	37	0	0	0	0	36	12	15
ARENAC	25	38	7	0	1	0	4	2	2
BARAGA	4	4	0	0	0	0	2	0	0
BARRY	16	31	0	0	0	0	32	1	0
BAY	29	79	0	0	0	0	17	1	0
BENZIE	12	23	0	0	0	0	16	0	0
BERRIEN	369	1,218	4	4	1	0	212	18	34
BRANCH	2	152	2	0	0	0	1	1	0
CALHOUN	109	272	6	1	0	0	69	26	9
CASS	11	209	0	1	1	0	4	0	1
CHARLEVOIX	21	41	0	0	0	0	6	2	2
CHEBOYGAN	21	36	3	0	0	0	2	0	0
CHIPPEWA	31	50	0	0	0	0	59	10	22
CLARE	13	30	5	0	0	0	23	5	3
CLINTON	50	137	6	0	0	0	16	1	10
CRAWFORD	34	47	3	0	0	0	6	4	7
DELTA	24	31	0	0	0	0	9	0	1
DICKINSON	52	47	3	0	0	0	28	0	1
EATON	40	203	3	0	0	0	21	4	1
EMMET	17	124	0	0	0	0	4	4	4
GENESEE	1	45	0	3	2	0	1	0	0
GLADWIN	33	57	0	0	1	0	9	9	14
GOGEBIC	29	58	20	0	0	0	2	2	2
GRAND TRAVERSE	38	126	1	1	1	1	2	6	0
GRATIOT	25	54	2	0	0	0	2	1	1
HILLSDALE	283	257	15	1	1	0	16	2	3
HOUGHTON	18	37	2	0	0	0	28	0	0
HURON	72	132	11	0	2	0	8	0	0
INGHAM	167	356	4	2	2	0	20	1	0
IONIA	55	76	2	0	2	0	37	3	4
IOSCO	0	21	0	0	0	0	6	2	2
IRON	47	39	6	0	0	0	7	0	4
ISABELLA	19	81	1	0	0	0	2	0	0
JACKSON	17	160	0	1	1	0	2	0	2
KALAMAZOO	31	286	0	5	11	0	61	5	8
KALKASKA	41	60	3	0	0	0	7	1	2
KENT	14	83	3	0	12	1	2	3	0
KEWEENAW	8	9	1	0	0	0	9	0	1

	Crashes on Trunk Lines	Crashes on Secondary Roads	Crashes in Villages or Cities	Fatal Crashes on Trunk Lines	Fatal Crashes on Secondary Roads	Fatal Crashes in Villages or Cities	OWI Arrests Involving Alcohol	OWI Arrests Involving Drugs	Total Open Container Arrests
LAKE	13	39	1	0	0	0	0	0	3
LAPEER	26	156	1	0	0	0	25	5	9
LEELANAU	12	63	4	0	0	0	3	1	0
LENAWEE	27	55	1	0	0	0	44	9	11
LIVINGSTON	60	212	0	3	17	0	8	4	2
LUCE	6	9	4	0	0	0	5	4	4
MACKINAC	9	4	0	0	0	0	1	1	0
MACOMB	134	373	0	0	0	0	21	3	6
MANISTEE	30	42	1	0	0	0	23	8	17
MARQUETTE	33	44	0	1	0	0	6	0	0
MASON	56	118	10	0	0	0	5	1	1
MECOSTA	15	55	5	0	0	0	1	0	0
MENOMINEE	10	10	0	0	0	0	3	0	0
MIDLAND	64	357	16	1	7	0	15	0	1
MISSAUKEE	16	23	3	0	0	0	13	4	3
MONROE	24	112	0	8	15	0	0	0	2
MONTCALM	42	115	14	4	2	2	10	0	0
MONTMORENCY	18	43	0	0	0	0	0	0	0
MUSKEGON	46	106	24	3	2	0	6	1	3
NEWAYGO	22	142	0	0	0	0	6	5	0
OAKLAND	10	47	0	7	16	0	38	11	7
OCEANA	33	88	2	0	0	0	40	10	21
OGEMAW	10	23	0	0	2	0	3	0	0
ONTONAGON	40	9	4	1	0	0	0	0	0
OSCEOLA	13	59	0	0	0	0	0	0	0
OSCODA	7	16	0	0	0	0	9	1	4
OTSEGO	14	25	0	0	0	0	5	1	1
OTTAWA	26	160	2	5	8	2	7	0	4
PRESQUE ISLE	8	51	1	0	1	0	0	0	0
ROSCOMMON	5	7	0	0	0	0	1	0	1
SAGINAW	52	149	7	0	1	0	7	1	8
SANILAC	56	157	6	0	1	0	4	1	2
SHIAWASSEE	46	177	0	0	1	0	1	1	0
ST. CLAIR	143	308	0	0	3	0	9	1	0
ST. JOSEPH	59	48	4	0	0	0	11	7	11
TUSCOLA	42	120	4	0	0	0	9	5	3
VAN BUREN	62	154	2	0	0	0	25	4	8
WASHTENAW	0	289	4	0	11	0	7	3	0
WAYNE	0	47	13	0	0	0	17	0	2
WEXFORD	11	54	1	2	1	0	2	0	1
TOTALS	3,238	9,025	250	54	135	6	1,218	229	305

2012 SRP SUMMARY FROM SEMI-ANNUAL REPORTS

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
ALCONA	197	40	38	302	21	0	0
ALGER	108	47	12	29	34	0	0
ALLEGAN	1,172	281	177	300	203	70	3,050
ALPENA	31	14	9	127	60	0	0
ANTRIM	212	100	11	50	150	67	94
ARENAC	69	65	26	108	17	0	0
BARAGA	27	14	2	13	27	0	0
BARRY	144	33	5	112	50	0	0
BAY	838	230	30	218	130	0	0
BENZIE	73	59	2	9	21	0	0
BERRIEN	17	3	793	0	4,149	0	0
BRANCH	35	41	34	65	68	3	90
CALHOUN	181	348	96	492	141	5	34
CASS	168	46	136	155	111	6	30
CHARLEVOIX	61	23	14	227	73	0	0
CHEBOYGAN	49	11	1	3	4	0	0
CHIPPEWA	519	315	71	149	177	0	0
CLARE	24	13	28	182	25	2	60
CLINTON	153	68	72	95	68	6	180
CRAWFORD	309	163	111	169	96	0	0
DELTA	272	81	37	38	52	0	0
DICKINSON	113	73	5	12	66	1	25
EATON	271	59	16	15	22	0	0
EMMET	N/A	59	19	129	23	0	0
GENESEE	34	83	37	169	222	7	580
GLADWIN	7	2	3	46	24	7	135
GOGEBIC	78	20	78	39	49	3	210
GRAND TRAVERSE	63	63	11	59	4	14	518
GRATIOT	465	79	1	1	0	0	0
HILLSDALE	33	18	52	47	33	7	225
HOUGHTON	122	55	49	1	45	0	0
HURON	145	18	49	49	63	0	0
INGHAM	882	485	170	500	121	14	697
IONIA	348	88	22	125	157	0	0
IOSCO	111	43	84	21	69	6	230
IRON	128	86	31	339	115	0	0
ISABELLA	51	0	22	63	27	0	0
JACKSON	107	12	37	120	94	71	86
KALAMAZOO	199	126	99	211	41	1	20
KALKASKA	468	54	47	38	46	1	20
KENT	7	9	65	294	61	32	1,683
KEWEENAW	35	14	17	4	7	0	0

	Total Crime Reports Filed	Total Criminal Arrests	Total Motorist Assists	Total Law Enforcement Assists Own Department	Total Law Enforcement Assists Other Departments	Community Safety Training Sessions	Number of Citizens Attending Safety Sessions
LAKE	29	14	18	0	10	5	81
LAPEER	178	306	80	194	77	38	1,478
LEELANAU	10	4	4	38	3	2	25
LENAWEE	135	126	13	67	61	0	0
LIVINGSTON	164	45	79	117	31	6	132
LUCE	95	30	9	1	22	2	27
MACKINAC	102	10	9	8	29	0	0
MACOMB	137	77	117	1,123	127	11	1,200
MANISTEE	458	136	5	10	91	7	139
MARQUETTE	60	32	32	29	152	0	0
MASON	563	39	6	59	70	0	0
MECOSTA	7	16	70	34	12	3	35
MENOMINEE	41	15	3	25	48	0	0
MIDLAND	105	48	25	379	27	49	1,843
MISSAUKEE	161	39	23	29	19	0	0
MONROE	42	10	29	59	8	11	146
MONTCALM	0	34	88	102	30	21	152
MONTMORENCY	0	24	46	305	9	0	0
MUSKEGON	104	21	28	53	56	62	1,492
NEWAYGO	162	163	15	30	5	2	-
OAKLAND	42	46	83	332	59	13	980
OCEANA	446	283	69	144	49	0	0
OGEMAW	127	116	11	67	25	8	1,086
ONTONAGON	36	7	3	3	6	0	0
OSCEOLA	99	9	15	20	0	0	0
OSCODA	16	31	14	15	3	0	0
OTSEGO	128	21	14	81	76	0	0
OTTAWA	494	119	60	0	3	55	3,355
PRESQUE ISLE	85	13	24	169	21	0	0
ROSCOMMON	131	92	25	54	23	1	50
SAGINAW	122	75	10	121	125	2	43
SANILAC	296	22	30	92	80	0	0
SHIAWASSEE	6	2	7	223	19	4	36
ST. CLAIR	25	50	121	315	60	0	0
ST. JOSEPH	750	193	13	127	104	0	0
TUSCOLA	0	0	8	54	41	14	75
VAN BUREN	107	160	40	122	76	28	495
WASHTENAW	43	30	127	16	29	17	695
WAYNE	1,284	23	253	180	72	2	60
WEXFORD	111	66	15	35	27	0	0
TOTALS	15,227	5,988	4,260	9,957	8,751	686	21,592

Information obtained from the Semi-Annual Reports submitted by the counties.





